

# Pictorial Tales of Cape Cod

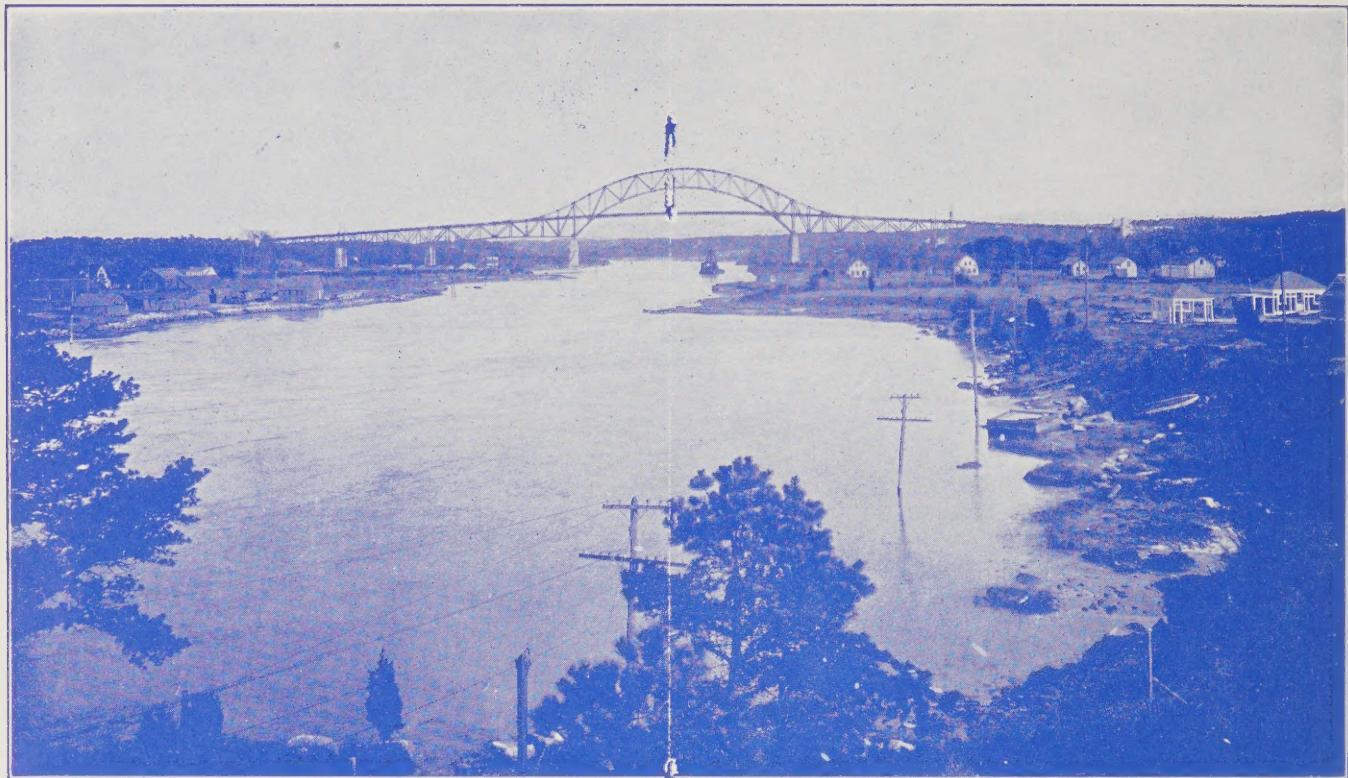


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# Pictorial Tales of Cape Cod



Highland Lighthouse, Truro, 1891

*Compiled and Edited by*  
LOUIS CATALDO and DOROTHY WORRELL

*Published by*  
TALES OF CAPE COD, INC.  
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## COVER PICTURE

*The Clipper Ship, "Young America," was built at New York  
in 1853 by William H. Webb, founder of Webb Academy.  
She was commanded by Captain Ezekiel C. Baker of West  
Yarmouth and Hyannis.*

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HYANNIS - MASSACHUSETTS  
July, 1956



## PREFACE

"Pictorial Tales of Cape Cod" has been published to take you back to scenes and folks as they were in the long ago; and to show you what they were like in the long ago. And, if a perusal of these pages brings a feeling of wistfulness, a few nostalgic pangs, even tears, and sympathetic and understanding laughter, our purpose has been accomplished. Whoever you are, whether young or old, and whatever your background, we hope you will have enjoyment as you read this booklet.

A second purpose of the publication of "Pictorial Tales of Cape Cod" is to raise funds for the promotion of our work. While our charter from the Commonwealth of Massachusetts enables "Tales of Cape Cod, Inc." to engage in numerous phases of historical work on Cape Cod, our immediate objectives are the tape-recordings of voices and stories for permanent preservation on discs and the micro-filming of precious historical documents, — all of which will be stored for posterity. There is an urgency about our work, for the living "old-timers," those with personal memories of sea-captains, ship-wrecks, horses and buggies, and other memories of the old order are fast taking their leave, and what they can contribute is priceless.

The proceeds of the sale of this booklet, added to the donations already received, will provide a beginning for the much needed funds for the work outlined.

Following preliminary work in recordings by two of our number over the past several years, "Tales of Cape Cod, Inc." has been organized to pursue the above objectives in a business-like way.

In "Pictorial Tales of Cape Cod" we have tried to include pictures from various parts of Cape Cod, and such an abundance of pictures came to light, that we had difficulty in selection. If, however, you, the reader, like our booklet, we plan to follow it with others, as many as need be, in a series, until we exhaust the supply of unearthed material.

"Tales of Cape Cod, Inc." is a non-profit, Cape-wide, historically-minded organization. It is not connected with any other group, nor does it duplicate the work of any other group. We invite the co-operation of all historical societies.





DONALD G. TRAYSER

## DEDICATION

Tales of Cape Cod, Incorporated welcomes this opportunity to express publicly its appreciation of one with whom its originators discussed the problems confronting the start of a new historical project and who gave generously of time and counsel. Such contribution sprang from a sincere and sustained interest in the project.

The late Donald G. Trayser, adopted son of Cape Cod, known, respected, and beloved throughout the Cape and beyond its borders, held at heart the interests of this land as if a native son and loved it as no native son could have loved more.

It is, therefore, with affection and pride — and sadness, withal, that we are unable to salute him personally — that we dedicate this first volume of "Pictorial Tales of Cape Cod" to the memory of our own Cape historian —Donald G. Trayser.

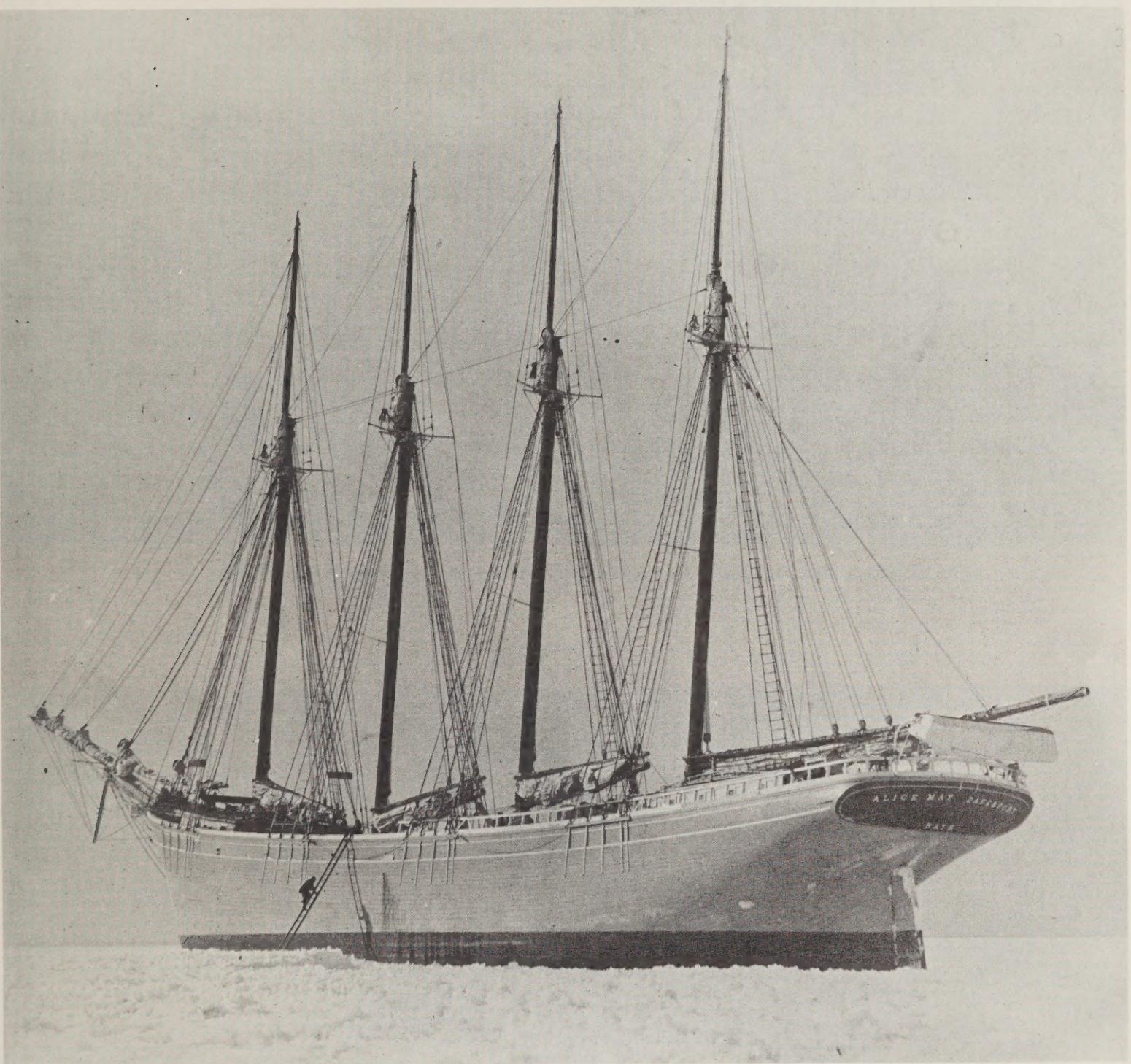


Fig. 1.—The "Alice May Davenport," out of Bath, Maine. Snowbound off Cape Cod Bay.



Fig. 2—Wreck of the "Messenger" (Stern view), Nauset Beach, Dec. 6, 1894.

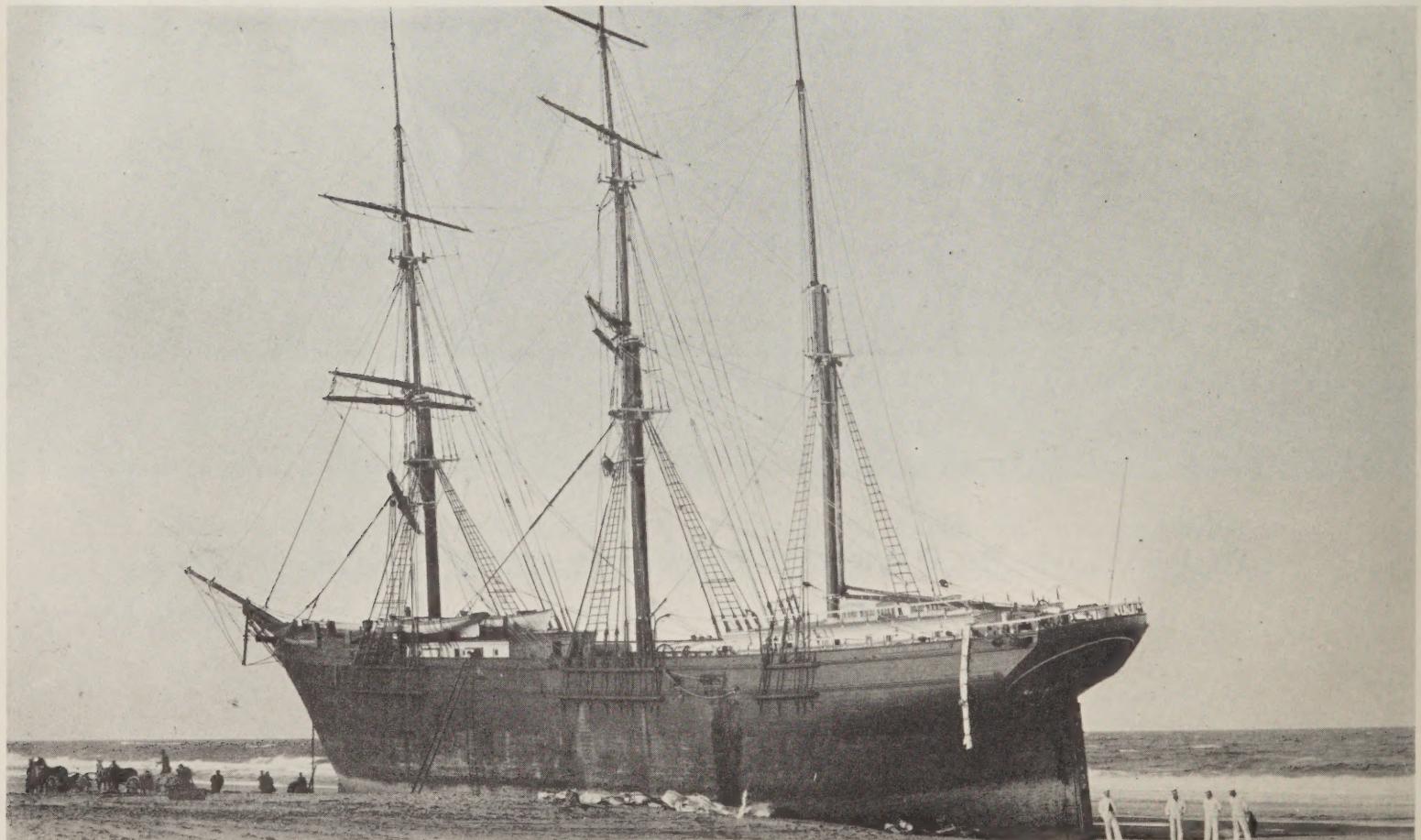


Fig. 3—Wreck of the bark "Kate Harding," Nauset Beach, Dec. 5, 1892



Fig. 4—Wreck of the "Messenger" (view from top of sand dune), Nauset Beach, Dec. 6, 1894.



Fig. 5—Wreck of the British schooner "Lelly," Nauset Beach, Jan. 11, 1901.



Fig. 6 — Wreck of the "Katie J. Barrett," Nauset Beach, Feb. 24, 1890.



Fig. 7 — Wreck of the "Katie J. Barrett," Nauset Beach, April 4, 1890.



Fig. 8 — Surf pounding the wreck of the "Charles A. Campbell," Nauset Beach, 1895



Fig. 9 — Anchor chain over the side, "Charles A. Campbell"



Fig. 10—Wreck of the "S.S. Onandaga," off old Harbor Life Saving Station, Chatham, Jan. 28, 1907



Fig. 11—Wreck of the "Chatanooga," Nauset Beach, Dec. 31, 1890



Fig. 12—Wreck of the British ship "Jason," near Pamet River, North Truro, Dec. 5, 1893  
(26 men drowned, 1 saved)

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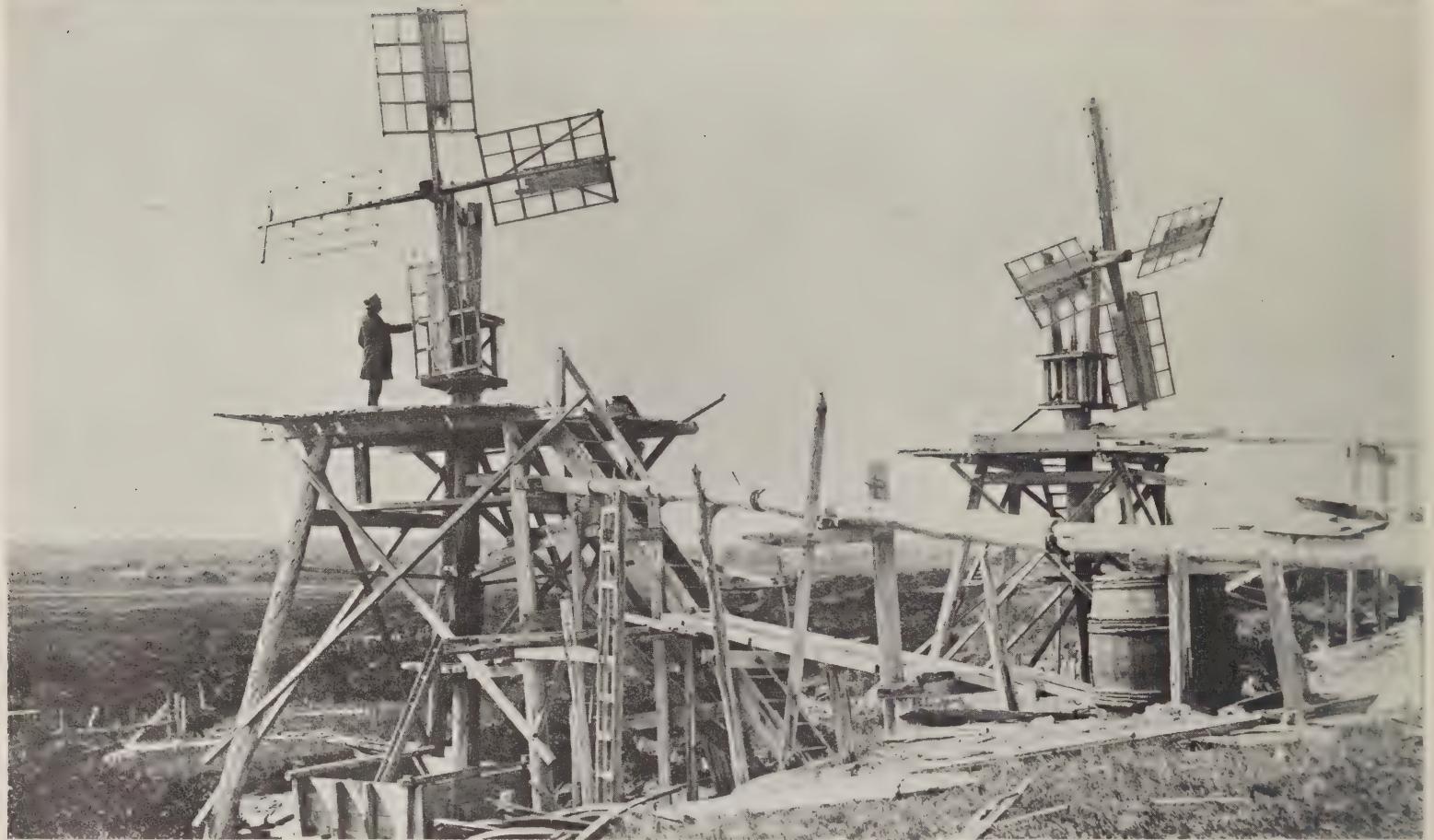


Fig. 13 — Saltworks Windmills, East Dennis, 1892

It was recommended by the Continental Congress to encourage the manufacture of salt by the colonies on the coast. For many years salt manufacture received great attention as little capital was needed to start and the business proved profitable. The water was pumped by wind power into vats. These vats were built so they could be covered when it rained as the salt was made by evaporation by the sun's heat. It took more than three hundred gallons of sea water to make a bushel of salt. In 1873 a bushel of salt was worth eight dollars. Later salt was sent from the west and foreign countries and it was cheaper. Gradually the salt making business here declined. The boards used in the vats were sold to people in town and you can find places that were built with boards from the old salt works that were at Wings Island, Brewster.

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Fig. 14—Salt Works, East Dennis



Fig. 15—Cape Cod Salt Works

# SALT INDUSTRY ON THE CAPE

by

NITA M. CRAWFORD

COTUIT

In the days before the Revolutionary War, Cape Codders imported their salt from England. However, the British blockade made the importing difficult and very expensive, the price finally reaching as much as \$8. a bushel.

The old saying, "Necessity is the mother of invention" was true in this case. The Cape Codder began to boil the sea water. The primitive method was to boil the water in great iron kettles, scraping out what little salt remained when the water had boiled away. It took 350 gallons of water to secure one bushel of salt. In 1777 the General Court in attempting to encourage the extraction of salt by boiling, gave a bounty of three shillings per bushel. This method, needless to say, was a slow and tedious task and Capt. John Sears of Dennis decided to try the experiment of letting the sun do the work of evaporation. He built a big shallow trough—100 feet by 10 feet—which could be covered by shutters in case of rain. This became known as "Sears Folly." The labor of filling the vats was great, for at first, these vats had to be filled with sea water, hauled up by hand. The yield that first year was but eight bushels. True this was an improvement over the first method but still Capt. Sears was not satisfied. He next tried a series of hand pumps which would bring the water into the vats. These were usually built on an upland area so as to secure the greatest benefit from the sun.

In Harwich Major Nathaniel Freeman was also trying to work out a more efficient way of getting the sea water into the vats. He finally suggested that windmills be used. This proved successful at once. Later in 1793 Reuben Sears of Harwich invented a roof that could be rolled off on narrow ways built beside the vats, thus doing away with the tiresome method of covering each vat individually.

Henry C. Kittredge in his "History of Cape Cod" describes salt works as "a series of vats being eighteen feet wide, from fifty to sixty feet long, according to the lay of the land and not quite a foot deep." The first three vats were called the "water rooms," the next three vats were called the "pickle rooms" and the last the "salt room." Each played its part in the process of evaporation. The sides of the first water room were covered with vegetation left by the evaporating liquid; in the next two, a thick slime was deposited on the bottom. In the "pickle rooms" a substance called lime was precipitated and remained on the bottom when the brine was passed into the "salt room" when the crystals of salt formed and were shoveled out and stored in sheds to dry. Salt thus produced was pure, strong and free from lime.

As the method of securing the salt became facilitated, more men became interested in being part-time salt makers, for salt was in great demand in the curing of fish. As soon as the ships arrived in the harbor, the salt-packed fish were washed, loaded into barrels and wheeled to the "flakes." These were low platforms of slats spread along the upland near the shore. Here the fish were split, washed again, salted and laid in the sun to dry. They had to be turned now and then and in rainy weather were stacked up and covered with tarpaulins.

In 1797 the Massachusetts Salt Works Company was organized in Harwich. By 1802 there were 136 separate establishments on the Cape producing over 40,000 bushels of salt a year. To show the importance of the Salt Industry during the War of 1812, the two iron cannon that you now see in front of the Court House in Barnstable were brought down from Boston by oxen. The owners of the salt works on the salt marshes opposite were taking no chances of having them destroyed. A real boom was started which reached its height in the 1830's when there was a total of 442 works giving an annual output of well over a million bushels a year. Hardly a town but had one or more salt works complete with rows of windmills. Cotuit had two—one owned and operated by Samuel B. Dotridge on the former Roloson property (now part of The Pines) and the other at Handy's Point in Little River. However it is thought that neither of these was equipped with windmills.

The general decline of the industry began when the price of Maine pine (of which the vats were made) began to rise, the opening up of trade in foreign and domestic salt, and abolition by the General Court of the bounty on salt secured by evaporation. The last plant closed down in 1884. By degrees the vats were broken up and the lumber used in building barns and houses. Several houses here in the village, have, on being remodeled, given evidence of their former use. Boards that have been pickled in brine for years need no words to tell where they had first been used.

Dr. Higgins will tell us how he knows that these salt-filled boards were used in the building of his house across the street from Freedom Hall.

The Chatham Historical Society has a model, built to scale, of one of these early salt works.

I was interested recently to read an article in the New Bedford Standard-Times on the present day manufacture of sea-salt.

Today the Trace Elements Corporation in Houston, Texas is processing a clean, free-flowing sea-salt which does not absorb moisture even in the most humid climate. The plant is located at Baffin Bay which is a natural evaporating basin into which no fresh water streams flow. Bay water is pumped into two settling basins where sand and other particles settle out. It then goes to a reservoir for filtration and chemical treatment. A submerged combustion evaporator produces a 50% solid, after which a gas driven rotary drier turns out the salt ready to be merchandized.

Use has been made of monel nickel-copper alloy in all equipment where corrosion by salt was possible.

It has been found that food cooked in Sea Salt retains more vitamins than that cooked in the so-called refined "table" salt.

Sea Salt is now being used in the Los Angeles Children's Hospital as well as at the Doctor's Club in Houston. It is being sold at the best food stores across the country.



Fig. 16—The Loring Crocker Salt Works, Barnstable, about 1864



Fig. 17—Old Salt Works, South Yarmouth



Fig. 18—Bass River Bridge, about 1888

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Fig. 19 — Inshore Weir at Brewster Beach, 1896



Fig. 19a — Weir and Fisherman's Cart, 1895



Fig. 20—May Day Festival, Hyannis Normal School, at the turn of the century

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Fig. 21—Winter Sports in Hyannis (racing) in the early 80's. This picture is a scene on Main Street west of the tracks looking toward Depot Square



Fig. 22—Main Street, Hyannis, showing the home of Capt. Owen Bearse. The present Art Association is housed here now.



Fig. 22a — East Main Street, Hyannis, 1890, looking toward Park Square. First house on left, home of Dr. Peter Pineo, who operated a marine hospital on Lewis Bay during 1850. Second house was the home of Capt. Zenas Edwin Crowell and later of Capt. Wallace Frost

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Fig. 22b — Depot Square in Hyannis in early 70's, showing the beautiful Universalist Church of cathedral architecture which burned in 1903.

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Fig. 23 — Hyannis Port in the early 80's, showing the Hallett House, a famous hotel of that era. The old break-water can be seen in the harbor

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# BARNEY GOULD

by

CLARA JANE HALLETT

HYANNIS

Barney Gould, a Cape Cod legend, was born in Chatham in 1818. Later he came to Hyannis and lived alone in a small shanty in Happy Hollow for years before he married the so-called Gentle Annie.

Barney was in the class of the old circuit riders,—he had no horse and used shank's mare on his travels. He started "Gould's Express" with a small two-wheel cart. (Today an antique dealer would be after Barney's cart, but I suppose it went to the dump long years ago.) He took packages (now parcel post) and letters to deliver, going anywhere between Hyannis and Boston, or down the Cape. Starting out at a dog trot, he kept it up all day, sleeping in barns at night. People gave him whatever they chose in payment, and friends along the way of each trip fed him well.

Barney was never young or old,—a small, wiry person who always wore the same, old Prince Albert coat with a rope tied around his waist and a battered hat. No one ever called him Mr. Gould, but he had a dignity of his own and made friends. He hadn't much education, but he had a good memory. He was honest and did not drink. His wants were few, since he wore only such old clothes as were given to him.

Once Barney made a bet with some one who thought to have a little fun with him. It was when the Nantucket Steamboat, the "Island Home," made daily trips between the



Fig. 24—Barney Gould, who pushed a wheelbarrow to Boston every year to buy goods

island and Hyannis Wharf. Said Barney, "I can go to Nantucket and stand on land all the way." "That's foolish talk," was the reply. They bet on the matter. Come the day, Barney carted a big load of greensward and sand to the steamboat and stood on it all the way. It was a clean trick and he won his bet.

On another occasion, when about to take a letter to Boston, he boasted he would arrive there as soon as the train. When a passenger on the train stepped off at the end of the run, sure enough, there was Barney!

There will never be another Barney Gould on Cape Cod.



Fig. 25—Old Grist Mill, Santuit, built in the early 1800's. Not used after 1890



Fig. 26 — Screening Cranberries at Isaac Cahoon's Bog, Brewster, 1892

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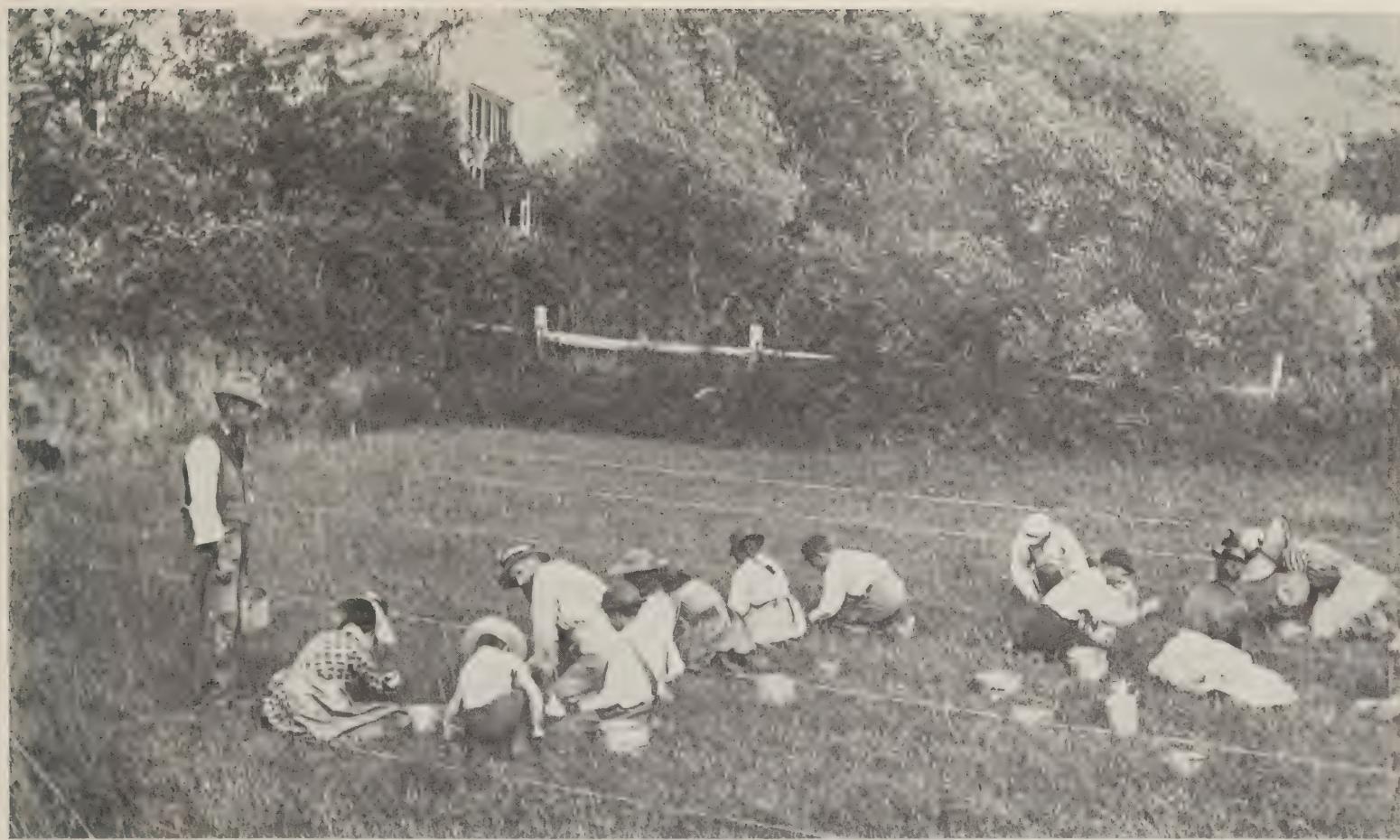


Fig. 26a — Old style Cranberry Picking by hand, Lower Road, Brewster, 1893



Fig. 27 — Waiting for the Governor at the Barnstable County Fair, "the event of the year"



Fig. 28—Department store of H. H. Baker and Son (present site of Hyannis News Store)

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Fig. 29 — Cash and Bradford, 1889

It was in front of this building where President Ulysses S. Grant, when on a tour of Cape Cod and the Islands, stopped to address the local residents. Landing at the South Hyannis Railroad Wharf, he was met by Captain William Bearse, retired sea-captain. After a perilous start with the Captain's pair of spirited horses, which became panicky because of the loud blowing of the boat whistle, the General was driven to the Hyannis Station, where he entrained.

Established in the Civil War Days and continuing today as one of the oldest Hyannis business firms, we carry the finest quality in hardware. Founded by A. G. Cash and Myron Bradford, the hardware business was carried on in the original building until March 4, 1890, when this old landmark burned. A present resident of Hyannis, who was an eye-witness of this conflagration, states that carpets from the store next door were spread on the roof of Mr. Cash's house and snow thrown on them to prevent the flames from spreading.

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Fig. 30 — Indian Pow-wow held by Chief Wild Horse in Mashpee



Fig. 31 — Hooper's Landing, Cotuit, and Packet running between Cotuit and Nantucket as early as 1827.  
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Fig. 32—Oyster Shanties, Cotuit



Fig. 33—Old Tin Pedler. In exchange for rags, bottles and other cast-offs, our pedler sold at reduced prices the pots and pans he carried

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Fig. 34—Boston and Sandwich Glass Company. Original glass company managed and operated by Deming Jarves. Operation of glassworks ceased due to labor problems. Building since razed.



Fig. 35—Round House of Old Sandwich Glass Works



Fig. 36—Cape Cod Glassworks, originated by Deming Jarves, who left Boston and Sandwich Glass Company in 1858 to form this rival company. Its operation ceased in 1869. Remains still evident at the site on Church Street in Sandwich



Fig. 37—Razed part of Boston-Sandwich Glass Works, known as Round House



Fig. 38 — Driver with horse and delivery wagon out early after snowstorm. Main Street, Barnstable, about 1900

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Fig. 39—A winter snow scene, Main Street, Barnstable, at the turn of the century

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# THE HOLE IN THE DOUGHNUT

by

HENRY A. ELLIS

HYANNIS

In the summer of 1941 the Board of Trade of the city of Camden, Maine, as a good advertising stunt, made a claim that the first hole in a doughnut was made near that city. They attributed the feat to one Captain Hanson Gregory. It was claimed that a cook on Captain Gregory's schooner made some fried cakes, the center did not cook well, and they were heavy. One sailor ate a half-dozen and then fell overboard. The doughnuts that he had eaten lay so heavy on his stomach that he immediately sank and was, with considerable difficulty, rescued. This may have been the reason that doughnuts were sometimes called "sinkers." Captain Gregory did not like this, so he seized a belaying pin and punched a hole through the middle of the uncooked cakes, and a doughnut was made. He also found that the revised fried cake was handy to put on the spoke of his wheel when sailing, and could be taken off and eaten without disturbing the man at the wheel.

It was a good story, and it was claimed that the feat of Captain Gregory was to be forever perpetuated by a bronze statue showing him holding a modern doughnut.

Alton Hall Blackington, an old newspaper man, and a lecturer of note, was staying with me when the Maine story was published. He asked me if Cape Cod had any theory or story of the first making of a hole in a doughnut. I had heard many old stories and legends from my grandmother. My grandmother was the daughter of Thomas Greenough, an Indian who lived in Yarmouth. I recalled that she had told me how a fried cake became a doughnut. In early Colonial days, cooking was sort of a community affair. One big kettle was used by all the families in the neighborhood. It was located out of doors. A Pilgrim woman was engaged in making fried cakes for the community. My Indian ancestor was observing from the nearby woods. His keen scent told him something good was cooking. He wanted some, so he let fly an arrow. He thought it would frighten the woman away, and he could grab some cakes. The arrow pierced a cake just before it entered the kettle. It dropped into the deep fat, and a doughnut was made. They were much better than the fried cakes theretofore made, and ever after fried cakes were made with a hole in the center.

Blackington published the story in the Boston Herald. Immediately over 1,000 papers all over the country copied the story. The Pillsbury Cooking School of Minneapolis sent me a doughnut about one foot in diameter, claiming it was made by the Indians' method. A Chinese newspaper of Los Angeles, California, sent me a copy of their paper. They said it contained the story of the hole in the doughnut. Perhaps it did. There was an article therein with little doughnuts around the edge. Curiously enough many people wrote me and told me they had heard the same story. Others wrote me and told me what a damned liar I was. I ignored them.

As a result of all this publicity, I was invited to go to New York and debate the matter with a representative from the City of Camden. I was told to bring a good Cape Cod Indian with me. I took the late Bill James of Mashpee. The debate was held in the Astor Hotel, with Elsa Maxwell, Franklin Adams, and Cliff Fardiman as Judges. Bill James was quite a hero, all rigged up in Indian regalia, and he substantiated my story. We Indians always stood together, right or wrong.

I have had occasion to tell this story many times. In fact, I have told it so many times that I believe it.



---

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Harwich March 1760  
 Recd of Benj'n Bangs Twenty six pounds Thirteen  
 Shillings and four pence in full Equally Between us of both  
 for a Negro Woman Named Sarah Which formerly  
 to Thomas Clark Esq and His wife Mrs Patience Clark both  
 Deceased In Consideration Whereof we do hereby sell & warrant  
 the above Negro Woman to him to Bangs & his Heirs During  
 her life against the claim of any person whatsoever  
 In witness whereof we have set our hands this Eleventh  
 Day of March anno Domini 1760. Thomas Clark  
 in presence of Seth Clark

negro & his  
Elizur Allen.

Harwich March 11<sup>th</sup> 1760

Whereas we the subscribers having this day sold a negro  
 woman named Sarah to Benj'n Bangs and he has paid us  
 in full and she the negro having some time ago had the  
 Kings Evil which is judged now to be cured but in case she  
 the negro should not be cured or diee if so differre upon  
 her within two years from this date. we may be judged to be  
 by a Doctor so as to be to of damage of the Bangs we shalby  
 promise to return the sum of £26-13-4 and money over to  
 make of damage good as we shall agree without any loss  
 in prejuice of

negro & his

Thomas Clark

Seth Clark

Elizur Allen

Fig. 40 — Copy of Bill of Sale of a Negro slave made at Harwich in March of 1760

## HOWARD JOHNSON'S ON THE CAPE



BOURNE  
FALMOUTH  
HYANNIS

HARWICH PORT  
ORLEANS  
PROVINCETOWN



Fig. 41 — Worthington and Turner Carriages in Coaching Parade during Falmouth's First Old Home Week in July of 1904

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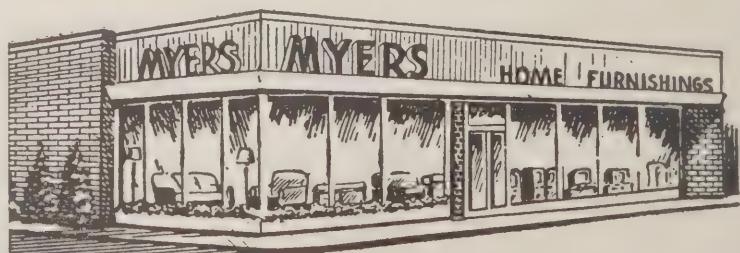
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Fig. 42—Coaching Parade, July, 1904 during Falmouth's First Old Home Week. Draper's coach in lead followed by barge from Sippewissett Hotel



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..... have a wonderful time!

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## THE FIGURE-HEAD

by

DOROTHY WORRELL

CENTERVILLE

Cape Cod Clipper Ships, in accordance with an ancient tradition and in common with other ships that sailed the seas, carried their individual figure-heads. Often these figure-heads took the form of graceful and beautiful ladies.

When you drive into Provincetown along the waterfront on Commercial Street and come alongside House Number 476, raise your sights and you will see a lovely lady leaning out. Startled, thinking she may be stretching too far out over a window ledge, you look again and, seeing the sign, "Figure-head House," you realize with relief that this is one of those famed figure-heads from the sea-faring days of old.

Yes, here is a real figure-head that sailed on a ship, preserved for our modern day to see.

On June 7, 1866 the whaling schooner, "A. L. Putnam," sailed out from Provincetown Harbor on a voyage that lasted until October 27, 1867. The schooner came back with a cargo of sperm oil and whale oil. In April of 1867, while sailing in the Indian Ocean, came a cry from the masthead, when an object in the sea was sighted, "Woman adrift!" Captain Benjamin B. Handy, managing owner, H. & S. Cook and Company, ordered a boat lowered to go to the rescue. When pulled alongside the schooner, the "woman" was found to be a full-length figure-head, which had evidently survived the wreck of a big boat.

Captain Handy said he could not take the figure-head aboard, for the schooner was carrying a full complement of



Old Ship's Figure-Head at Provincetown

oil, and there was no more room. One of the sailors, however, pleaded with him to take it on, saying it would bring good luck to the ship. The captain finally consented to take half of it. The lady was sawed in two, and the upper half saved.

Ashore, the figure-head was placed on the owners' house in Provincetown, the home of the Cook family. Although the house has changed hands, the present owners enjoy the figure-head. It goes with the house. Indeed, their home is known as the "Figure-head House."

*Where the setting is unusual  
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Fig. 43 — Highland Cliff, Truro



Fig. 44 — In 1890 the boys of Provincetown earned their pin-money by preparing sardines for canning



Fig. 45 — The Old Chatham Railroad Station



Fig. 46 — Eastham Mill, October, 1890

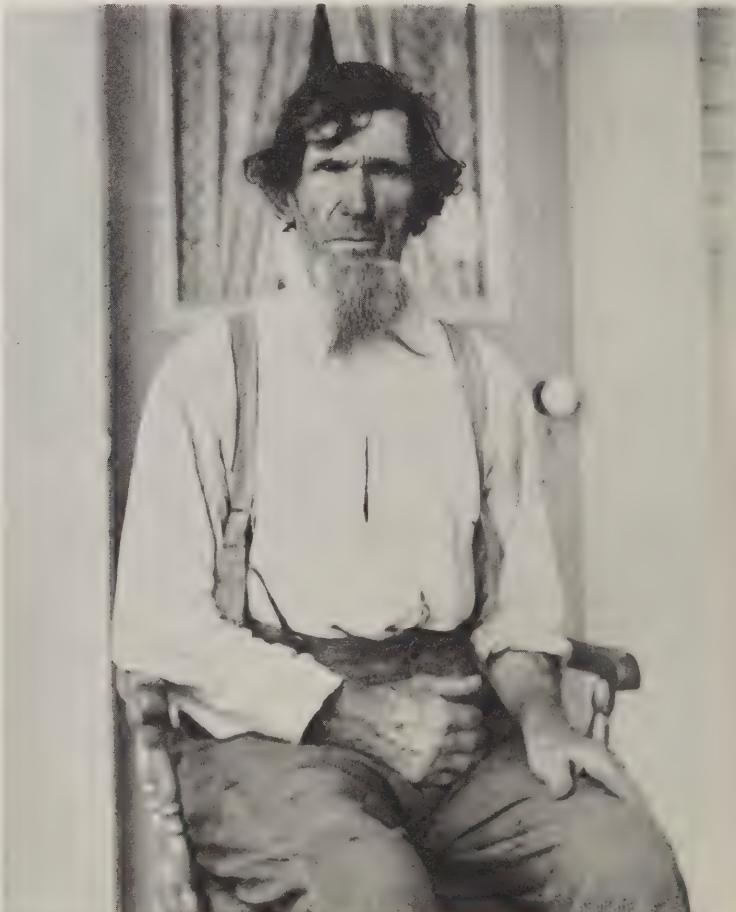


Fig. 47 — Lawrence Doyle, one of the early settlers of Brewster



Fig. 48 — Isaiah Snow's Team at Cedar Pond, Orleans, during a snowstorm in 1890



Fig. 49 — Red Sea Balsam Team in 1890, Orleans Center



Fig. 50—Long-time-ago scene of the Four Corners at Orleans Center

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RTE. 28 — WEST YARMOUTH

RTE. 28 — HARWICH PORT

ROUTE 6 — ORLEANS



Fig. 51 — Francis Young's Bull, center of Orleans in 1888. The building shown is there today and hasn't changed a bit, according to a resident



Fig. 52 — Old Three Lights, North Eastham



Fig. 53—Split rock formation in West Brewster, long since removed



Fig. 54—Old Mill in East Brewster, built about 1730



Fig. 55 — Three sea captains, English captain in the center with two Captains Crosby from Brewster.  
Photo from old glass plate taken in the early nineties



Fig. 56 — Captain Warren Lincoln of Brewster, in 1897. At the age of 12 Captain Lincoln shipped as a cabin boy. He suffered many hardships during his sea-faring days, among them being captured by pirates in Spanish vessels off the Cuban Islands. When he returned to shore, he became absorbed in religious reading and thinking. Following an old Biblical custom, he mourned for his sister, when she died, by dressing in sackcloth and ashes, and was found in an old gunny sack, seated on the family ash heap. Bent, deaf, white-haired, his kind old face was that of a saint

# THE FORESTS OF CAPE COD

by

STEPHEN P. HAYES, JR.

CENTERVILLE

Cape Cod, best known as a meeting place for thousands of summer visitors who come to enjoy its white painted villages set amid pine-clad hills and fringed by miles of sandy beaches and blue water, is also a meeting place where trees, shrubs and plants from all over the world thrive and grow in gardens, fields, and woods beside native Cape Codders, such as beach plum, bayberry, and pitch pine. Softened by the Gulf Stream in winter and cooled by the Labrador current in summer, the Cape climate encourages Southern cypress from Florida, Chinese huai trees, camphor trees from Japan, and English oaks to grow successfully beside old-time "Cape-Codders" such as pitch pine, red cedars, and holly.

All the records and writings of the early explorers, from Gabriel Archer in 1602 onward, show that Cape Cod prior to the American Revolution was covered by an immense and dense forest extending to the water's edge, broken only by the planting fields of the Indians and the clearings of the early settlers. It was a very different forest from today's scrubby pines and under-brush. Great white and pitch pines, beech, birch, hickory, chestnut, red cedar, sassafras, and hemlock stood on the uplands, while the borders of streams and swamps were full of white cedar and on the upper Cape, possibly spruce.

Bartholomew Gosnold, one of the first explorers of Cape Cod whose records of his voyage have survived, lost no time in taking advantage of this forest wealth when he arrived back in England with a valuable shipload of cedar for cabinetmaking and sassafras for medicinal purposes.

Closely following Gosnold were the Pilgrims of Plymouth, who arrived deeply in debt to the Merchant Adventurers in London, who bore the cost of their voyage. As first payment on their debt, the ship "Anne" sailed for England in 1623, bearing a cargo of furs, oak clapboards, pine "slit-work," cedar shingles, and beer-barrel staves. Staves were in great demand at that time in England, since water was drunk only in cases of extreme necessity.

The early settlers on Cape Cod, who first built their homes near the marshes of Sandwich, Barnstable and Eastham, because these supplied salt hay for their cattle, hewed the frames of their houses and barns out of oak, covered the frames with boards and planks of white and pitch pines, pit-sawed by hand, one man working above the other on a log laid horizontally, and shingled them with shingles split from the white cedars that grew abundantly in the swamps. Firewood, cut from newly-cleared fields, fed the numerous fireplaces, while each householder labored to supply the nearly forty cords of wood needed each year to keep the home fires burning.

Sawmills, located wherever they could be driven by water-power, came into existence on Cape Cod before 1700, and helped supply the steadily increasing demand for lumber for homes, timber for shipbuilding and, later on, the acres of vats in the salt works that dotted the shores of the Cape. The whaling ships of Woods Hole, the famous Shiverick Clippers of East Dennis, the fishing schooners of Truro and Wellfleet, and the countless sloops and brigs, launched from quiet coves and bays, nearly all were built wholly or partially of pine and oak cut on Cape Cod. The newly buily ships, in turn carried hundreds of cords of firewood from Cape Cod to Boston, New York, Nantucket and other sea-coast towns; white pine mast timber to Europe, and ship-timber, often whole trees 80 to 100 feet long, to the shipyards of Spain and Portugal.

Early industries of Cape Cod, little known today, once consumed enormous quantities of wood each year. Before the invention of solar evaporation for making salt in the nineteenth century, sea water was laboriously boiled down in iron kettles and the salt scraped out. Nearly 400 gallons of salt water, boiled down by a cord and a half of wood, was

needed to produce a bushel of salt. In 1770, the peak year of production by this method, seventy thousand bushels of salt, boiled down by nearly one hundred thousand cords of wood, helped supply the fishing fleets of New England.

Coaling pits, huge earthen circles often sixty feet or more in diameter dot the woods of Wareham, Bourne, Falmouth, Sandwich and Mashpee, marking the sites where charcoal was once made for later use in smelting bog iron ore in the iron furnaces and foundries of the region. Another vital ingredient of this industry, lime, was produced by burning clam and oyster shells in numerous locations along the shores. The needs of the iron foundries rivaled that of salt making and lasted longer, from early colonial times until after the Civil War.

'Fun Town,' a locality in the central part of Dennis, owes its name to the brick "funns" once used for making lamp-black from burning resinous pine knots and roots. Scrapped from the underside of the brick arches or "Funns," it was packed and shipped to waiting markets in Dennis ships.

Brick-yards dotted Cape Cod wherever clay deposits were found and again the oak forest supplied the wood needed for firing the kilns. Turpentine Road in Sandwich and Falmouth owes its name to the Naval Stores industry which became the mainstay of the Union Navy during the Civil War along with the pine woods of New Jersey.

Cape Cod's best known product, Sandwich glass, whose fame was world-wide even a century ago, owes its existence to the foresight of Deming Jarves, who noted that Sandwich held all the necessary ingredients for successful glass-making—abundant pine forests to supply fuel for the glass furnaces, plenty of sand (although it later proved to be unsatisfactory), easy water transportation for supplies and finished glassware, and remoteness from other glass-making centers (so that his skilled glassblowers could not easily be enticed away by rival companies). During the height of operations, hundreds of men and scores of yokes of oxen and teams of horses labored to cut and haul wood to the glass furnaces and the company sawmills which turned out lumber for the crates, barrels and boxes used for packing the finished glass. In later years, a wood shortage developed to such an extent that schooners brought wood to Sandwich from as far away as Scituate and Orleans and finally coal and coke had to be substituted for fuel to a considerable extent. Shortage of wood, the expense of bringing coal and coke from the distant Pennsylvania fields, labor difficulties and remoteness from markets, led the directors to close the factory in 1886 after a dispute over wages and within a few years, Sandwich glass became a collector's item.

Henry David Thoreau, the noted naturalist, in his widely-read account of a "walking tour" of Cape Cod in 1853, remarked about the barrenness of some of the towns of the region, the great areas of cut-over and stunted woodlands, and the fact that scarcely any white pine trees (or any other trees worth mentioning) were to be seen after leaving Orleans on his way toward Provincetown. Centuries of steady use, clearing for farms and pastures, and great forest fires had nearly denuded a region once noted for its trees.

Strange as it may seem to the casual summer visitor on Cape Cod today, at least two forest areas still exist practically unchanged from the days when Indians were the sole inhabitants—"great forests fit to goe or ride in," as the earliest accounts quaintly describe the Cape woodlands. One area in the upper part of the Cape contains trees, shrubs and plants virtually extinct everywhere else on Cape Cod. The other, located a few miles north of Sagamore Bridge across the canal, contains great white pines and hemlocks which were standing long before the 'Ten Men from Saugus' came to Sandwich in 1637.



Fig. 57 — Scene by the Old Grist Mill in early Brewster, 1887



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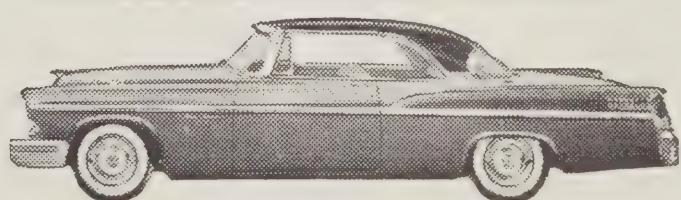
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Fig. 58—Joseph C. Lincoln, famous Cape Cod author, Brewster, about 1910



Fig. 59—Birthplace of Joseph C. Lincoln, Brewster



Fig. 60—"Brickenda," 1910. Old sea captain's home-  
stead, "House of Four Chimneys," Brewster



Fig. 61—Haunted House, Factory Village,  
Brewster, 1910



Fig. 62 — Old Cross Rip Lightship



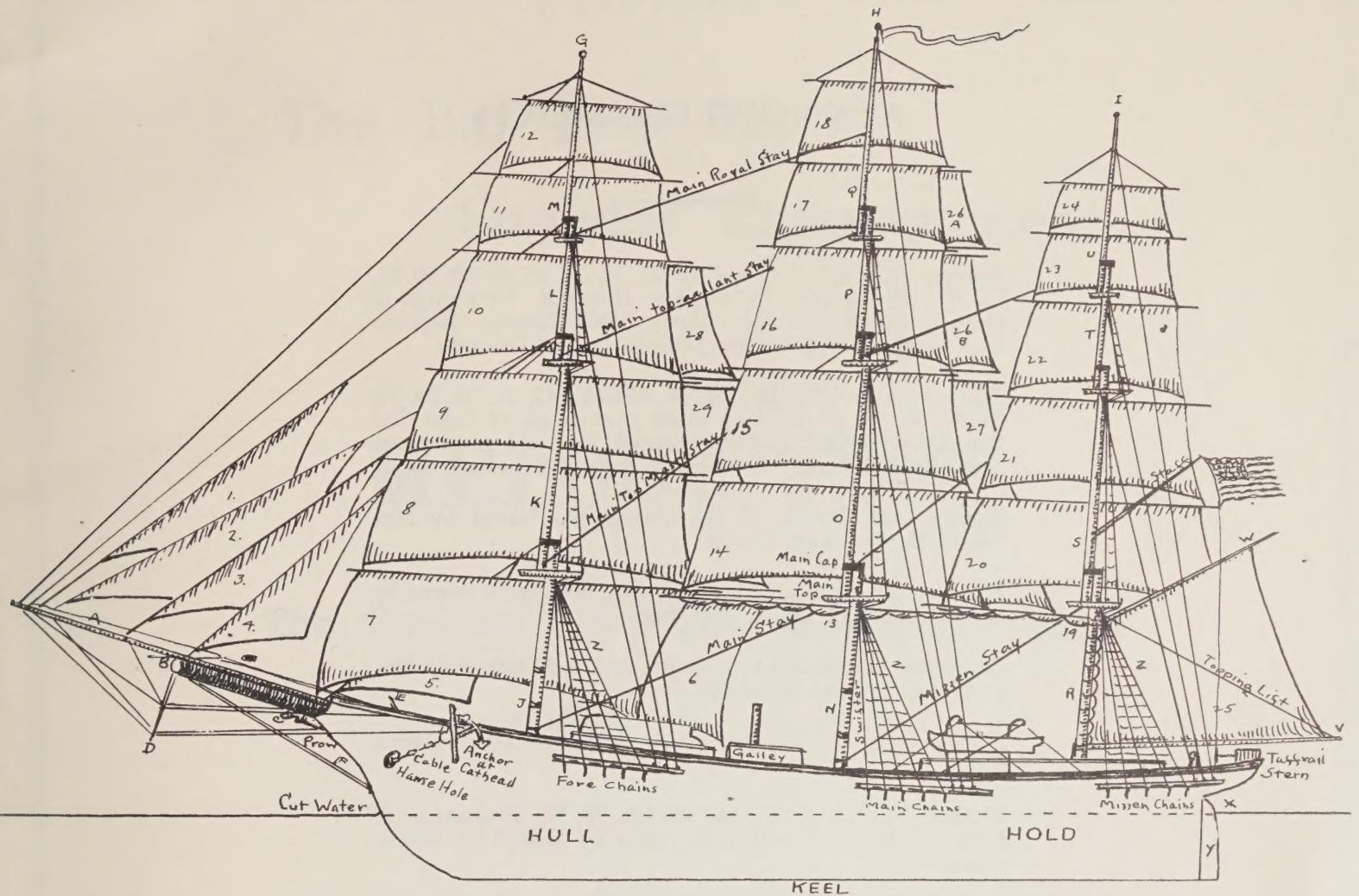
Fig. 63 — Billingsgate Lighthouse, Wellfleet



Fig. 64—Old Humane Society Life Saving Crews



Fig. 65—"You have to go out, but you don't have to come back"



## Sails and Rigging of the Clipper —

A JIB BOOM  
 B BOWSPRIT  
 C FIGURE HEAD or SCROLLHEAD  
 D DOLPHIN STRIKER  
 E BOOM KINS  
 F BOBSTAYS  
 G FORE TRUCK  
 H MAIN TRUCK and PENNANT or STREAMER  
 I MIZZEN TRUCK  
 J FORE MAST  
 K FORE TOPMAST  
 L FORE TOPGALLANT MAST  
 M FORE ROYAL MAST and FORE SKY MAST  
 N MAIN MAST  
 O MAIN TOP MAST  
 P MAIN TOPGALLANT MAST  
 Q MAIN ROYAL MAST and MAIN SKY MAST  
 R MIZZEN MAST  
 S MIZZEN TOPMAST  
 T MIZZEN TOPGALLANT MAST  
 U MIZZEN ROYAL MAST and MIZZEN SKY MAST  
 V MIZZEN or SPANKER BOOM  
 W GAFF  
 X WAKE  
 Y RUDDER  
 Z SHROUDS and RATLINES

1 FLYING JIB  
 2 OUTER JIB, STANDING JIB.  
 3 INNER JIB  
 4 FORE TOPMAST STAYSAIL  
 5 FORE STAYSAIL  
 6 FORE MAINMAST STUDDING SAIL  
 7 FORE SAIL (FORE COURSE)  
 8 FORE LOWER TOPSAIL  
 9 FORE UPPER TOPSAIL  
 10 FORE TOPGALLANT SAIL  
 11 FORE ROYAL SAIL  
 12 FORE SKY SAIL  
 13 MAIN SAIL (UNBENT) (MAIN COBRESE)  
 14 MAIN LOWER TOPSAIL  
 15 MAIN UPPER TOPSAIL  
 16 MAIN TOPGALLANT SAIL  
 17 MAIN ROYAL SAIL  
 18 MAIN SKY SAIL  
 19 CROSS JACK (UNBENT) (MIZZEN COURSE)  
 20 MIZZEN LOWER TOPSAIL  
 21 MIZZEN UPPER TOPSAIL  
 22 MIZZEN TOPGALLANT SAIL  
 23 MIZZEN ROYAL SAIL  
 24 MIZZEN SKY SAIL  
 25 SPANKER  
 26A MAIN ROYAL — STUDDING SAIL  
 26B MAIN TOPGALLANT STUDDING SAIL  
 27 MAIN TOPMAST STUDDING SAIL  
 28 FORE TOPGALLANT STUDDING SAIL  
 29 FORE TOPMAST STUDDING SAIL

## ACKNOWLEDGMENTS

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to the lonely sea and the sky,  
And all I ask is a tall ship  
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